Grace Crunican, Director

From the Director

The third quarter highlighted SDOT's undeterred focus on construction. Projects long in the planning stages made significant progress. We developed and implemented new programs to ease congestion and continued to mitigate the impacts of transportation-related construction.

As the countdown began for the September 24 two-year closure of the downtown bus tunnel, staff completed necessary street improvements to keep downtown moving. Signal Operations, Signs and Markings and Traffic Operations sections worked overtime to implement traffic improvements on Second, Third and Fourth avenues. Staff informed businesses on "transit emphasis streets" of upcoming changes and notified trucking firms and delivery companies of peak-hour restrictions. To keep downtown thriving during the closure, SDOT joined Sound Transit, Metro, and the Downtown Seattle Association in launching the Shop, Dine and Ride Guide.

In neighborhoods, work began on projects, including the 35th Avenue NE project, the Fremont Bridge Approach, Bridge Way N Street Improvements, and the Interurban Trail. SDOT reached the halfway mark on the Lake City Way Multi-modal construction, and completed the newest segment of the Burke-Gilman Trail in Ballard. Meanwhile, SDOT progressed on the Chief Sealth Trail on Beacon Hill, began testing rubber sidewalks in South Park and neared completion on the Duwamish freight mobility project.

SDOT updated the Pavement Opening and Restoration Director's Rule requiring utilities that cut into Seattle's streets to make appropriate repairs to prevent long-term pavement damage. The rule incorporates advances in restoration practices that protect city streets at an affordable cost.

To ensure that construction doesn't equal gridlock, SDOT rolled out its Center City Construction Coordination (4C) program. The 4C program marks our intention to "foresee" challenges and issues. Developed to coordinate and sequence major construction projects, the program focuses proactively on scheduling, right-of-way permitting, transportation demand management, partnerships and communications.

These are just a few of our many third quarter accomplishments. I encourage you to read the following report to find details about the department's many achievements.

New in SDOT

SDOT Tests Speed Cushions

In an attempt to reduce speeds through the corridor, SDOT's new Arterial Traffic Calming Program installed "speed cushions" at mid-block locations in Wallingford and West Seattle. The speed cushions which will be tested for six months, do not reduce parking and have a negligible effect on emergency vehicle response time.

New Rubber Sidewalks Save Resources

In South Park, SDOT's Urban Forestry staff kicked off the trial of rubber sidewalks which are tiles made from recycled tires. In addition to meeting federal standards, the tiles save trees. Designed to be installed with existing trees, the tiles eliminate the need for root pruning which is often necessary when sidewalks buckle.

Oversized Trucks Can Now Fax Permits

On an experimental basis, Traffic Management will now approve permits by fax for oversized trucks entering the Downtown Traffic Control Zone. This innovative approach is another effort to improve customer conveninence and save time.

Bicycle Program Racks Up Pilot Project

The Bicycle Program completed a successful pilot project involving the installation of 11 "bicycle-circle racks." The racks were attached to parking meter posts that were not removed when PayStations were installed. The racks remained in excellent condition, resulting in the purchase of circle racks to convert 130 meter posts this year plus more in 2006. SDOT will continue to save the old meter posts as PayStations are installed in neighborhoods.

New Street Name Highlights Seattle Icon

The City's beloved Troll, which squats beneath the north end of the Aurora Bridge, has become a little more official. Now the road passing in front of the giant sculpture is officially designated as Troll Avenue North. The street name not only honors the city icon, but also provides clarity for emergency responders as well as visitors to the neighborhood.

By the Numbers

Please Note: Information extracted from reports available as of 09/30/05. Figures may fluctuate from quarter to quarter due to weather and cost of the work at the time.

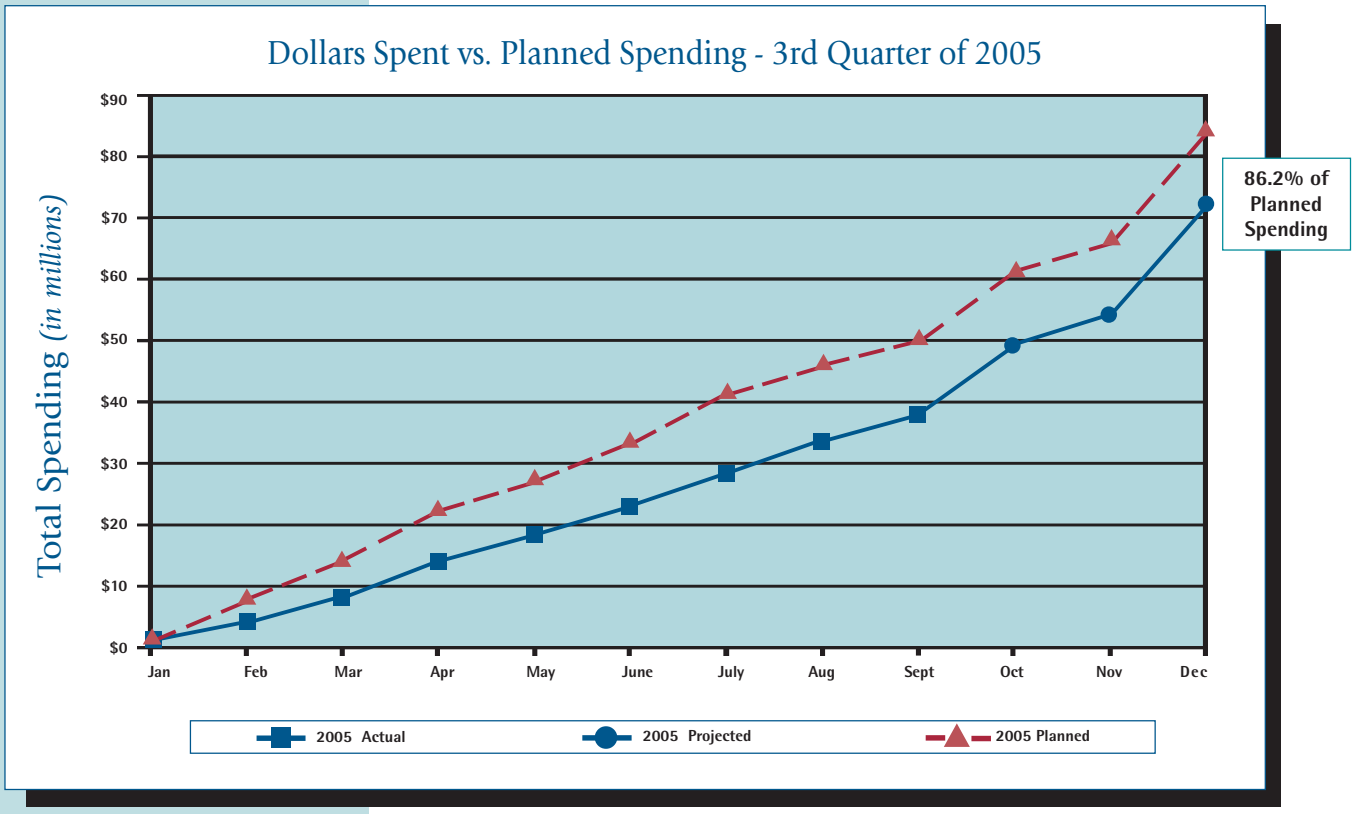
	3rd QTR	YTD
Areaways repaired or historically restored	0	0
Bike maps issued	11,800	22,374
Bike racks installed	11	41
Bike lane miles created	0	0.4
Bridge repairs completed	63	267
Bridges painted	0	0
Construction/special event traffic control plans developed/approved	500	1,400
Crosswalks upgraded	79	464
Curb bulbs installed	0	0
Curb ramps constructed	158	259
Curb ramps retrofitted	78	78
Lane miles painted	631	1,001
Lane miles paved	41.01	44.85
New marked crosswalks installed	8	22
Pay stations installed	147	429
Pedestrian crossing improvements completed	8	9
Pedestrian scale lighting installed	0	0
Pedestrian and bicycle spot improvements made	14	39
Pedestrian walkways improved	2	3
Potholes filled	6,780	32,653
SDOT public website visits	440,454	1,125,737
Sidewalk blocks rehabilitated	0	6.96
Speed humps/chicanes/others constructed	4	4
Stairways rehabilitated	2	27
Street Use permits issued*	4,207	13,423
Street trees planted	480	1,040
Street trees pruned	416	1,322
Traffic circles installed	0	5
Traffic signals optimized	31	84
Traffic signs installed	717	2,871
Traffic signs maintained	2,871	7,643
Grants/appropriations/authorizations received	$231,002,500	$236,971,500
Grants/appropriations/authorizations submitted for future funding	$12,528,576	$206,988,337
Percentage of contracts issued to women and minority business enterprises for Goods and Services**	10.6	8.7
Percentage of contracts issued to women and minority business enterprises for Consultants and Subcontractors **	8.9	11.3

**The number includes pending permits and renewals ** Beginning this year, we are reporting separately for the two different types of WMBE utilization. In addition, dollars expended with WMBE vendors will be reported based on actual payments in the current year, whereas YE 2004 number did include some 2003 business transactions.*

2005 Capital Project Status

Most capital improvement projects are multi-year in nature. The graph below is a snapshot of the expenditure plan SDOT proposed for 2005. The graph indicates that the projects in the capital program achieved 86.2 percent of the expenditure goal.

The project breakouts on the following pages show expenditures from prior years through September 2005. The budget amounts reflect available funding for the life of the project, as published in the 2005 Adopted Capital Improvement Program (CIP). The few annual programs identified separately reflect only planned 2005 budgets and costs through September 2005.



General Notes for 2005 Capital Project Reports

Budgeting for a specific planning phase was not a routine practice until preparation of the 2004 Transportation Capital Improvement Program (TCIP). Some projects did identify a planning stage and costs have been tracked for planning.

Data for planned total cost are linked to the 2005 adopted TCIP; data for the life-to-date costs are as of the end of September.

Management of the TCIP requires adjustments among project spending plans to maintain overall progress.

(See pages 4 & 5)

2005 Capital Project Status

2005 Capital Improvements Project Costs Detailed by Phase

Data as of September 30, 2005

Project Title	Status	Planning		Design (includes environmental and acquisition)		Construction (includes close out)		Total Project Cost		Comments
($ figures in thousands)	P=Planning D=Design C=Construction C/O=Closed out O/H=On Hold	Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	
35th Avenue NE Street Improvements	P D **C**	25	0	1,231	1,418	12,785	1,798	14,041	3,216	
5th Avenue NE Improvements	P **D** C	79	65	703	540	1,725	23	2,507	628	Construction is planned to start in the 1st quarter of 2006, and will be coordinated with Parks and Library work.
Alaskan Way Viaduct/ Seawall Environmental Impact Statement Study	**P** D C	3,642	3,925	16,307	6,828	0	0	19,949	10,753	
Arterial Asphalt & Concrete Program	P D **C**	0	0	450	298	6,719	98	7,169	396	This reports on the 2005 activity only.
Aurora Transit Improvements	P **D** C	56	99	2,757	429	3,600	0	6,413	528	
Belltown/Queen Anne Connections - Thomas St.	P **D** C	50	33	810	142	2,063	0	2,923	175	
Bridge Way North	P **D** C	0	0	991	805	4,163	35	5,154	840	Contract was awarded and work began in the September, 2005.
Burke-Gilman Trail Extension	P **D** C	377	377	6,093	2,260	11,930	2,788	18,400	5,425	This segment of the trail reached substantial completion during the 2nd quarter of 2005.
Chief Sealth Trail	P D **C**	0	0	1,867	1,150	1,674	76	3,541	1,226	
Downtown Seattle Bus Layover	P **D** C	409	47	42	0	392	0	843	47	
Downtown Seattle Transit Tunnel Closure Mitigation	P D **C**	38	66	833	1,405	4,331	4,775	5,202	6,246	All the components of the work were finished in advance of the tunnel closure in September, 2005
Duwamish Intelligent Transportation Systems	P **D** C	851	0	686	1,555	3,512	1,987	5,049	3,542	
Fremont Bridge Approaches	P D **C**	782	782	5,518	6,263	28,800	210	35,100	7,255	Contract awarded and work began in September, 2005.
Greenwood Ave North	P **D** C	0	0	724	0	3,619	0	4,343	0	This new TIB project has been delayed during 2005 for resource constraints. It should be underway in 2006.
Intelligent Transportation System (ITS) Plan Implementation	P D **C**	43	44	400	0	4,842	434	5,285	478	
Interurban Trail North	P **D** C	158	158	325	558	910	26	1,393	742	This contrat was awarded and work began in September, 2005.

2005 Capital Project Status

2005 Capital Improvements Project Costs Detailed by Phase

Data as of September 30, 2005

Project Title	Status	Planning		Design (includes environmental and acquisition)		Construction (includes close out)		Total Project Cost		Comments
($ figures in thousands)	P=Planning D=Design C=Construction C/O=Closed out O/H=On Hold	Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	
Lake City Way NE Multi-Modal	P D **C**	709	709	1,733	2,194	10,762	6,213	13,204	9,116	
Lake Union Ship Canal Trail - Phase II	P **D** C	166	166	2,137	1,996	3,010	152	5,313	2,314	
Magnolia Bridge Replacement Project	**P** D C	1,699	1,699	18,294	2,078	100,000	0	119,993	3,777	This project is currently funded only for completion of the environmental work, and aproximately 50% design. The department is seeking a funding package for the construction from various federal, state and local sources.
Mercer Corridor Project	P **D** C	2,135	1,395	32,401	8,228	65,428	1	99,964	9,624	
Monorail	**P** D C	1,753	1,455	0	0	0	0	1,753	1,455	SDOT's work on the Monorail in the first half of the year has been in design/plan review.
Mountains to Sound Greenway Trail	P **D** C	0	0	1,337	35	3,995	0	5,332	35	
North Queen Anne Drive Bridge Seismic	P D **C**	50	50	329	411	1,305	1,576	1,684	2,037	This project is complete. Cost overruns because of unanticipated hazardous materials mitigation have been covered.
Parking Pay Stations	P D **C**	0	0	0	0	10,313	6,130	10,313	6,130	
Phinney Avenue N/ Fremont Avenue N/ N 50th St. Improvements	P D **C**	23	23	678	790	3,549	858	4,250	1,671	
South Jackson Arterial Improvement Plan	P **D** C	15	15	296	408	1,787	64	2,098	487	The contract bids exceeded the estimates significantly; SDOT is currently considering options to complete the core elements of the work.
South Henderson Street Improvements	P **D** C	0	0	222	242	1,230	0	1,452	242	
South Lake Union Street Car	P **D** C	295	796	5,705	1,771	39,000	0	45,000	2,567	
Spokane Street Viaduct	P **D** C	0	0	9,369	8,636	126,050	16,310	135,419	24,946	
SR 519 Surface Street Improvements	P D **C**	50	50	4,107	4,584	11,879	3,075	16,036	7,709	Costs associated with unknown and unforeseen utility installations, as well as other difficulties, are forcing a reevaluation of the scope of the project to minimize potential overruns.
SR 520 Project (Trans-Lake Washington)	**P** D C	808	76	0	260	0	0	808	336	

Major Projects Update

Alaskan Way Viaduct/Seawall Project

Planning | **Design** | Construction

In the event it becomes necessary to shut down the Viaduct to traffic, SDOT and the Washington State Department of Transportation are prepared. SDOT updated, revised, and presented the emergency plan to the City Council. The plan utilizes resources from many government agencies to enable the roadway to be closed immediately and to assure quick communication to the traveling public.

The Viaduct Project Team is continuing planning, design and engineering for the waterfront tunnel, which is the preferred alternative. A Draft Supplemental Environmental Impact Statement analyzing various new features of the plan will be released for public comment in 2006.

Central Link Light Rail

Planning | Design | **Construction**

Sound Transit construction continued along the 15.6-mile light rail initial segment between downtown Seattle and the airport.

In downtown Seattle, SDOT, King County Metro, and Sound Transit completed changes to downtown streets and transit services to keep downtown moving during closure of the downtown Seattle transit tunnel. The downtown tunnel was closed on September 24, and will be closed for up to two years so that it can be retrofitted for use by both buses and light rail trains. In south downtown, Sound Transit's contractor erected the structural steel framing for the maintenance base building and is approaching substantial completion of the light rail trackway along the E-3 Busway. On Beacon Hill, Sound Transit took delivery of the tunnel boring machine that will bore twin tunnels through Beacon Hill. Excavation of the main station elevator shaft at the top of Beacon Hill was completed. In the Rainier Valley, work continued on construction of major retaining walls, and underground electric and telecommunications, drainage, sewer and water utilities.

Fremont Bridge

Planning | Design | **Construction**

The Fremont Bridge Approach and Mechanical and Electrical Replacement project contract was awarded in July. Construction began the first week of September, slightly later than anticipated, due to additional time required to prepare for advertising, an extended bid period, and to allow 30 days for submittals and scheduling prior to construction notice to proceed. The Fremont Bridge Operations and Maintenance Shop project cost estimates for construction are being revisited, in conjunction with a design review study to evaluate the current design and costs.

Magnolia Bridge Replacement

Planning | Design | Construction

SDOT continued work on the environmental documentation for replacing the bridge. The project consultants have revised the environmental discipline reports to respond to comments by the Washington State Department of Transportation (WSDOT) and the Federal Highway Administration (FHWA). Twelve of the 14 reports have been accepted, with approval of the remaining two expected soon. On the basis of the information developed by the project team on the Rehabilitation Option, the City decided to include this option in the environmental analysis. The team is beginning the detailed engineering analysis to define the exact scope of rehabilitating the bridge. Based upon the review of the discipline reports submitted to date, SDOT is anticipating a decision from WSDOT and FHWA that an Environmental Assessment (EA) is appropriate for this project instead of an Environmental Impact Statement (EIS). An EA will save several months in environmental process and costs.

Mercer Corridor Project

Planning | **Design** | Construction

SDOT is completing an Environmental Assessment (EA) under federal guidelines for the Two-way Mercer Boulevard with a narrow Valley Street alternative. The project team continued the traffic analysis and other environmental analyses. The EA will be published in the spring of 2006 followed by a public hearing on the document. It will serve as the foundation for environmental documentation under state and federal regulations.

Monorail

Planning | Design | Construction

SDOT supported the Mayor in his review of the Seattle Monorail Project's proposed contract and finance plan. On September 15, the Mayor announced the City was canceling the Transit Way Agreement.

(Major Projects Map on page 8)

Major Projects Update

North Link Light Rail

Planning | Design | Construction

Sound Transit issued a Supplemental Environmental Impact Statement (SEIS) at the end of the quarter and anticipates completion of the Final Environmental Impact Statement (FEIS) in early 2006. After the FEIS is published, the Sound Transit Board will make final alignment and station location decisions, define a financing strategy, and decide when to proceed with the final design of the next extension of light rail.

South Lake Union Streetcar

Planning | **Design** | Construction

SDOT continued the Local Improvement District formation process, began final design for the project, completed the selection process for the General Contractor/Construction Manager, and initiated the vehicle procurement process.

Spokane Viaduct Widening

Planning | **Design** | Construction

Work continues on the preliminary design of the eastbound 4th Avenue off-ramp. A draft report is due early in the third quarter of 2005. Work to update and complete the environmental documentation for all the phases of this project is well underway. Design work to complete Phases One and Two began in May; SDOT anticipates final contract plans for both Phase One and Two will be completed by the end of the first quarter of 2006.

SR-519

Planning | Design | **Construction**

SDOT's contractor continued work on several aspects of the project including multiple utility relocations and utility protection associated with the construction of the future realignment of the Burlington Northern Santa Fe Tail (switching) Track. As part of the utility relocation work, a gas main at S Atlantic Street and Alaskan Way S was relocated to accommodate future rail realignment work. Storm drainage work began on Alaskan Way S between S Atlantic Street and S Royal Brougham.

The project is experiencing problems with the discovery of unanticipated utilities and unknown obstructions throughout the construction area. These issues are being dealt with on a case-by-case basis. Some non-critical items will be eliminated or scaled back to help fund the added costs of the unexpected work.

SR-520

Planning | Design | Construction

The Washington State Department of Transportation (WSDOT) continued to work on variations of the four lanes plus two High Occupancy Vehicle (HOV) lanes alternative. One option is the Pacific Street Interchange, which moves the Montlake Interchange to the east over Marsh Island and adds a bridge across Union Bay to provide direct access to the University of Washington area. A second option builds a second draw bridge across the Montlake Cut. WSDOT moved the release of the Draft Environmental Impact Statement (DEIS) to May 2006 in order to fully examine the options. WSDOT began work on a Catastrophic Failure plan in the event the bridge is permanently damaged by an earthquake or wind storm.

WSDOT and SDOT completed an initial study of a pedestrian and bicycle connection between SR 520 and the Madison Park neighborhood to provide a flatter, more attractive route. The study team worked with a Citizens Advisory Group (CAG) composed of representatives from impacted neighborhoods; bicycle, walking and transit groups; and an environmental group. The CAG recommended the connection be further studied in WSDOT's SR 520 EIS and identified specific issues to address. The Local Impact Committee (LIC) and its consultants designed a number of concepts to modify the location of SR 520 ramps in the neighborhoods in order to reduce traffic impacts. The citizens participated in the entire process and learned first-hand why many concepts are not feasible in this tight urban environment. The LIC continues to develop other proposals.

I-90 Two-Way Transit & HOV Operations

Planning | Design | Construction

Sound Transit and Washington State Department of Transportation (WSDOT) are completing final design for the first construction segment which is expected to start by early 2006. The first segment will include a westbound High Occupancy Vehicle (HOV) lane in the outer roadway between Bellevue Way and Mercer Island, with direct access ramps at Bellevue Way and 80th Avenue SE. Sound Transit and WSDOT conducted load tests on the I-90 floating bridges to verify the bridges' ability to support high capacity transit, and to provide additional technical data for high capacity transit design.

2005 Major Projects Map

1. Alaskan Way Viaduct & Seawall
2. Fremont Bridge
3. North Link Light Rail
4. Magnolia Bridge
5. Mercer Corridor
6. Monorail
7. Central Link Light Rail
8. South Lake Union Streetcar
9. Spokane Street Viaduct Widening
10. SR-519
11. SR-520
12. I-90

Greg Nickels, Mayor